AN ABSURD FAVOR.

A Clergyman Who Skipped to Avoid the War Draft,

Wants His Conduct Erased from the Records.

THINGS THAT WORRY.

Trusting to Good Sense of Senate Must Stop.

Washington, June 29.—[Special.]— One part of the business of this house of representatives can be reported in advance with remarkable accuracy-namely, the Friday night session on pension business, and there is a good deal of fun in it for so serious a subject. The hot weather cut it off for awhile, but there is so strong a pressure on members from clamoring constituents that business must be rushed a little toward the close of the session. This outline report will do for each evening: Mr. Brookshire takes the chair, and Mr. Stallings assumes an objecting attitude, while Mr. Taibert takes the most comfortable and convenient seat he can find and waits to be properly stirred up.

Hons. A., B. and C. bring forward their bills in turn, and Mr. Stallings cross examines and criticises till Mr. Talbert reaches the proper heat to make his regular attack, after which from two to five Republican members make the regulation reply, and then the dull routine business comes in, and all but those taking part retire to the smoking rooms or go to sleep.

Several bills for private pensions have passed the house, of course, and now the question is, What is to become of them in the senate? It is hinted by senators interested that they will not take time to examine them, but pass the whole batch on to the president and see if his veto machine is in as good order as it was eight years ago. It is to be noted, however, that those who take this way don't like Cleveland pretty well.

An Amusing Case. The greatest fun is in the propositions which never get before the house. Mr. Pendleton of West Virginia has claimed all along that he had a case which took the cake, but a New York member has one which takes the whole bakery. The applicant is evidently a frank and conscientious man, and his petition is exquisitely funny in its solemn absurdity. He states that he was but a lad when the war began, but he reached the age to be enrolled in the hottest part of 1864, and the very next draft caught him, whereupon he promptly cut stick for Canada. He stood not upon the order of his going, but gird-ed up his loins and got. The next year he returned, at I all was forgiven. He completed his studies, was graduated at a theological seminary and has obtained a fair rank in the ministry. He is in a fair way to be called to a very important deserter. He ventures now to "ask a favor' and 'would like to have it attended to as privately as possible." He wants that record crased, that's all. He is kind Sloat and that is all he would say on that enough to add that he expects nothing subject. from the government, but does not like to

Subjects That Worry. The habit of voting for bills they do not approve and "trusting to the good sense of the senate," as the members express it, is responsible for the passage of much private pension legislation, and the opposition say his habit accounts for the vote in favor of the antioption bill. Very few if any members have the slightest idea that it will pass the senate and become a law, and several who voted for it admit that they had hoped it would not come up, but as it did and their constituents wanted it they helped put it through. There was no such chance to dodge on the bill to repeal the tax on state banks, and there will be none on the sugar question, which is now the great subject of worry to these complacent members.

and his children.

They have got to stand straight up and take their medicine with or without sugar," says John De Witt Warner, and if he can have his way the tax will be put down to little or nothing. He adds that it is pretty hot weather here, but it will be a blessed sight hotter at home for fourfifths of the Democrats if they consent to the senate bill. He is, therefore, for sitting the summer through and the winter likewise and lighting it out on the antisugar tax and antitrust line till the 4th of March.

The southern members generally are disposed to be more moderate, and, as Mr. Dinsmore of Arkansas expresces it, if they can get the extra duty on refined sugar abolished they may consent to the rest, though they will hate like the mischief to do it. Several counts have been made, and the highest claim made by anybody shows but a score of members willing to submit to the senate terms on any consideration. There is a growing impatience with the ways and means committee and a feeling that it should have been ready to act at once. It is amusing to hear the vehement assertions of the young and impatient ones and contrast them with the soothing statements of the veterans, who allege that there isn't the slightest reason for burry, as this tariff bill has already been hurried more than bills of such importance usually are. Age of Former Tariff Bills.

But it may console the impatient to republish two or three Items by way of contrast. The Morrill tariff, so long the basis of Republican tariff laws, was reported to the house March 12, 1860, and became a law March 2, 1861. The next general act was brought into the house March 29, 1882, and became a law March The McKinley bill started in on the 16th of April and became a law Oct. 1, 1890. So it appears that this bill has outlasted the McKinley bill but very little and still has many months to run before reaching the age of the two previous bills. The Walker tariif bill was reported to the house April 14 and became a law July 30, 1846, only three months and a half, but it must be remembered that the Democrats were in practice then, and this session is the first time in a generation that they have had control in all departments. they prove only as slow as the Republicans did on their first tariff bill, then this Wilson bill, which was reported to the house Dec. 19, 1893, will become a law early next December.

The Topeka Railway company will furnish special open cars for parties who wish to do evening ridings, at reasonable prices.

Subscribe for the Daily State Journal. | which should have gone east at 11:50 | that the courts are always so easily ac-

ON THE SANTA

[Concluded from First Page.]

the least hostile toward the Santa Fe company. Our fight is not with the Santa Fe; it is with the Pullman company. The only thing we will refuse to do is to handle Puliman cars. No member of the A. R. U. will consent to go out of the yards with a train or handle it in any way that has Pullman cars attached."

"How do you account for the fact that Pullman cars went through all right last

"that is all right enough. We don't expect to stop any trains or any cars. This strike so far as we are concerned will be a perfectly peaceful one. So long as I am president of the union here not the slighest demonstration shall be made against any of the company's property. None of the men that belong to the union will refuse to obey the order of the company during this trouble unless their orders require them to handle the boycotted cars. Men may handle these cars and so long as they do they will run, but no good union man will handle them. I see that Thomas Burke has issued an order to the firemen to remain at work. We haven't asked the firemen to quit work. But anyway, Mr. Burke isn't running the firemen and if they took a notion to go out they wouldn't be likely to consult his wishes in the matter."

Firemen Not Strong, Says Sloat. "So far as his opinion or Mr. J. P. Roddy's of the B. of L. E. affects the situation here, I will say that the two lodges combined do not number over eighty members, while the A. R. U. controls directly 500 railway employes in the city of Topeka. You can easily see where the prestige lies. Nearly all the had been surrendered. A. R. U. men on this division, nowever, are station, shop and yard men. We have very few trainmen. That's how they move the Pullmans."

Mr. Sloat was discharged yesterday for refusing to take No. 5 out with Pullman cars attached. Asked about this he said:
"It is true. As president of the union here I could not take a Pullman car out and the company ordered me to simply put me on record if possible as an A. R. man wate would not obey A. R. U. orders. Of course I wouldn't take it out. The run did not rightly belong to me. There were other extra passenger conductors who should have had a chance at the run before it was offered to me. I was discharged here for refusing to take No. 5 out fully nine hours before the train left Kansas City. I think the order to try me and discharge me came from the general manager. The idea was to deal the union here a death blow if possible, and they have failed. I shall stick to the union now and will make it my business to stay here and build it up if I have to take work at one dollar a day to keep me alive while I am doing it." As to Sloat's Relatingment.

"Do you think there is any possibility "The O. R. C. will attend to that. My charge, but has learned, he says, that he case is in their hands. According to the was enrolled as a soldier and marked as a rules of the order the company will have ten days in which to reinstate me.'

"I do not know that any of the have that record standing against him separate organizations will be ordered out. They have not heard their national chiefs from As to the firemen I do not think there will be much trouble. From what I have heard, the firemen discharged at La Junta will be taken back. If they are not it is probable that the B. of L. F. will followthe A. R. U.

"There will be no further trouble if we can avoid it. All who have charge of the matter are very conservative men, and, as I said before, we have no fight to make on the Santa Fe-not now."

Deputies Along the Road. J. J. Kinney, chief of the Santa Fe detective force, said this morning that he has about fifty deputies scattered along the road to protect the company's prop erty and that Marshal Neeley is at Argentine with twenty-five men. Deputy George Montgomery with ex-Policemen Doc Ward, Arthur Wellman and Doc. Wilkerson went from Topeka last night to Dodge City.

ALONG THE SANTA FE.

Developments of the Strike at Various Points On the System.

SAN DIEGO, Cal., June 20 .- The strike on the Santa Fe went into effect at its Pacific terminus at midnight Wednesday. and since that hour all movements of trains have been at a standstill, both in this city and National City. The local agent of the Santa Fe went to National City yesterday morning to get the trainmen to take out the morning train as usuai.

There was absolutely no convincing the men that the train should move. They told the agent that they had the highest regard for him personally, but that orders had been received from headquarters and that they would obey

A Union Man's Sentiment. Kansas City, Mo., June 29 .- One of the Railway Union leaders in the Santa Fe yards at Argentine, speaking of the discharge of a few engineers and firemen, said: "If they fire one they must fire us all. Not one of us will work until the discharged men are back, you know. And say," the speaker winked knowingly, "we've distinctly got a cinch this time. The company can not discharge us all. Why not? It takes cash, and they haven't got it, see? The company owes every one of us just two month's stuff. If you don't like the way a hand is working, want to fire him, in Missouri or Kansas, you've got to pay him up to date before he needs to consider himself out. If the company don't like the way we are switchin' and firin' and handlin' trains here, it can just dig up sixty days pay all round. We wouldn't be sorry to see it, I can tell

DENVER, June 92.-On all the railroads entering Denver except the Santa Fe the regular trains were sent out this morning without trouble. Employes of the Denver & Rio Grande and Union

Pacific have not yet refused to handle Pullman cars. It is understood there will be a full meeting of the lodges to consider the matter. About twenty-five Union Pacific strike all other practical men, as the coremployes who are Knights of Labor, at a meeting last night determined not to of men to strike or to proselyte and exparticipate in the boycett. The situation | ercise moral sussion. on the Santa Fe is unchanged. The train

last night is still standing in the depot

General Manager Robinson Talks, CHICAGO, June 29.—General Manager Robinson of the Santa Fe, said to an As-sociated Press reporter that his road is determined to move its trains regularly and on time. "We have sent a force of switchmen with forty deputy marshals as a guard," said Mr. Robinson, "and we intend to see that our trains suffer no further delays. No arrests will be made unless our men are interfered with, but any interference will be promptly met by the deputies."

The Colorado Midland. DENVER, June 29 .- There has been no interference here by the strikers with the Santa Fe's California train over the Colorad Midland which carries Pullman cars. The Santa Fe Railroad company applied to the United States court today for a larger force of deputy mar-shals. Judge Hallett granted the re-quest and at 12:30 fifty deputies were sent south on a special train, who will be stationed at Pueblo, La Junta and other points on the road.

At Kansas City. KANSAS CITY, June 29 .- Noon .- The Santa Fe is moving all its passenger trains out of this city today. The road is not attempting to make up freight trains as most of its switchmen are out. All other employes are at work. Pullmans are going through. The other roads are running smoothly at this point.

A: Chanute Kan.

CHANUTE, Kans., June 29 .- An enthustastic meeting of the A. R. U., of southern Kansas was held in this city this morning. It was resolved that the union should fight from start to finish. A telegram was received from the A. R. U., of Emporia stating that the charter of the switchmen's Mutual Aid Association

At San Bernardino. San Bernardino, Cal., June 29.—All of the shopmen of the Santa Fe company employed at this point have quit work, some 500 in number.

JUDGE CALDWELL'S ORDER. Aplying to the Employes on the Santa Fe Railroad.

General Manager J. J. Frey last night received from Chicago the following order from Judge Henry C. Caldwell in reference to the trouble on the Santa Fe: WEQUETONSING, Mich., June 28, 1894.

J.W. Reinhart, Boston, Mass., John J. McCook, Boston, Mass.; Joseph C. Wison, Chicago, receivers of the Atchison, Topeka & Sania Fe ratiread, Chicago, It.:

Boston, Mass.; Joseph C. W Ison, Chicago, receivers of the Atch.son, Topeka & San.a Fe railic ad, Chicago, Ill.;

The men in the employ of the receivers of the Atch.son system must discharge all their usual and accustomed duties or quit the service of the receivers altogether and permit other men to take their places who will discharge duties. Any or all of the employes can quit the service of the company if they desire to do so, but when they quit they must not interfere in any manner with the projecty of the road or the men who take their places.

Any interference will be promptly dealt with as a contempt of coart. The men who wish to continue in the service of the court must discharge all their duties appropriately and property. A refusal to perform any part of these duties will compet their discharge and the employment of other men to take their places. All the powers and authority of the court will be vigorously exercised to enforce these reasonable rules. I cannot believe the boycott order was intended to be put in operation on the roads in the United States courts and operated by receivers appointed by those courts, but if such is the case the authors of the boycott order and the men to whom it is addressed must understand that the court will not lolerate any interference with the operation of the road by its receivers from any cause whatever. The men must understand that they can't remain in the service of the receivers and refuse to perform any duty peraining to that service. They must make their section whether they will take their order as to the cars to be switched and handled from President bebs or the court. If they elect to obey the order of the former they may do so, but in that event they must understand distinctly that they are no longer in the service of the court for any purpose and that other men will be employed to take their places permanently, who will be guarded and protected in the discharge of their duties. When the situation of your road and the law applicable to this case is underst

mer vacation at the little town of Wequetonsing, Mich., away from the harry and bustle of business, but Mr. George R. Peck yesterday afternoon sent a man from Chicago up to Judge Caldwell's summer resort and secured his signature to the above order. It is understood that the order was prepared in Chicago by Mr. Peck just as the order signed here yesterday morning by Judge Foster was written in the Santa Fe offices by General Attorney A. A. Hurd.

Judge Caldwell has jurisdiction over portions of the Northern Pacific and Union Pacific as well as the Santa Fe. THE GOVERNOR ON THE STRIKE.

The Courts in a Hurry to Side With the Railroads, He Says. Governor Lewelling said to a STATE JOURNAL reporter today in relation to

the strike: "So far as the Pullman company is concerned, I have no sympathy for it, and so far as I have observed nobody has who has ever been a victim of its voracity. It is a parasite which lives off the corporations and the traveling public and compels its porters to pillage its patrons that they may live. It seems to be the desire of the company that their porters should derive their subsistence in that way.

It is ridiculous to the honest mind that a corporation grown so rich as it has, and by such means as it has employed, should undertake to deprive its honest and industrious employes of their means of a living. It is to be regretted that that this trouble has involved companies against which the railroad men have no

"I do not know what the contract is between the Pullman and the various companies but I do know that in making freight contracts, a clause in invariably lucorporated exempting railroad companies from liability in case strikes or other unavoidable delays, and it seems to me that equal wisdom should have made like provision in contracts with Pullman travelers.

"It has been said that the railroad companies have an interest in the earnings of the Pullman cars. If this be true, these railroad companies should be censured to a degree at least.
"Judge Caldwell's order or notice or

whatever it may be, issued last night, that the men may quit work, but must not commit violence or prevent other men from working, strikes me, as it must

"It seems a little remarkable, however,

cessible to corporations, and in the case before us it strikes me as it no doubt does other men, that the court's advice given to the men in an official way, in advance of any overt act of violence or threat of violence, is something un-usual. It does not take a very observing man to notice that the courts in giving advice in cases of strikes, always seem to give it in favor of the corporations and never seek an opportunity to compel the strikers in the matter of their rights as against the corpora-

"Intelligent and law-abiding citizens cannot fail to view with alarm the continued and persistent encroachment of the courts in general upon the other de-partments of government. We have had some illustrations in Kansas. For example I am of opinion that the federal authorities, through the courts, exceeded their prerogatives last summer during the famous strike in southeastern Kan-

"At that time the corporations were not only permitted by the courts to bring armed men and arms into the state but under various pretexts the property of the corporations (the mine owners) was actually protected and at the expense of federal authority and this, too, without the authorities of the state having been asked to interfere in any manner.

"I observed recently, also, that an opinion has emanated from the military department of the federal government to the effect that United States troops may be sent into any state to suppress rlots or otherwise maintain order where the executive of the state declines to do so, which means in plain English, I suppose, that the present United States authorities are to interfere on behalf of the corporations and in opposition to the ex-

"When Governor Waite undertook to do exact justice to both sides in the mining controversy at Cripple Creek, it was immediately discovered by the corpora-tion allies, that the governor of Colorado was unwilling to use his authority the maintenance of good order, and this incident seems to have been the occasion of the remarkable opinion promulgated by the military department of the federal

government.
"This opinion means, if it means anything, that the states themselves have no rights wich are to be respected by the federal authorities, and I believe such doctrine to be dangarous in the extreme. If this position is to be maintained by the government we will discover sooner or later that we have sown to the wind and are reaping the whirl-

QUEER POSITION OF CLNEY.

Proposes the Arrest of Men Who Will Not Man Trains. Los Angeles, June 29 .- The attitude of the federal government taken toward the strikers late last evening puts a sensational aspect upon the case, as, according to U. S. District Attorney Dennis' instructions, the strikers will be arrested and prosecuted as conspirators under directions from Attorney General Olney unless they go to work at once. It appears here to men supposed to know the law that the Washington officials have sadly failed to understand the situation. and if there is an attempt to arrest the men it is possible they will resist. If they do, a repetition of the Homestead

fighting is not impossible. Mr. Dennis has received orders from asked to confer with Dennis. They stated that any mail train would be hauled; that a crew had been ready for twenty four hours, but that the company refused to haul the mail cur unless it had a Pullman coupled to it. Because of this the union had decided not to change its po-

At a meeting of the railroad men late last night a general strike on the Southern Pacific system was ordered by the union. All the operators of the great corporation will not wait for dismissal but will walk out, so that not even the coal trains will be run. A telegram from President Debs was read in the meeting ordering the strike and was received with enthusiasm. The only answer the men would make as to District Attorney Dennis' ultimatum to arrest them if the mail trains were not run as usual, was that they had nothing to say.

"We are ready to pull nail cars anywhere," said one, "but we do not think a Pullman is a part of a postal car, or that the United States government considers that the property of an Italian marquis is a necessary part of a mail train."

It is evident that the men have not changed their opinion about operating the Pullmans and that they will be arrested rather than give in. It is learned on what ought to be good

authority that all the Santa Fe telegraph operators and station agents will quit. If the same pelicy is to be followed by the federal authorities towards the Southern Pacific strikers, as well as the Santa Fe, there will be no difficulty in swearing in enough deputy marshals to arrest 800 or 900 alleged conspirators. The police and sheriff have made preparations in case of trouble.

Just before receiving his instructions from Olney Dennis had prepared a dispatch to that official, in which he stated the request of the tailway company for him to prosecute the strikers as conspirators under the section of the revised statutes above referred to and in which he said: "In my opinion the statute referred to does not apply to existing conditions. Besides, the prosecution of such great numbers is a practical impossibility. There are no funds to prosecute and there are insufficient accommodations in the district for the men's detention.

Olney's order, however, overruled the above; the situation is accordingly very grave.

About 400 strikers held a meeting last night to listen to the argument of the United States district attorney as to the responsibility of the government in handling mail matter. The district attorney contended that the men in a body were violating the law in refusing to handle trains on which the mail was to be carried, but the men contended that they were at liberty to leave their positions and retire at their own pleasure. A definite understanding of the matter will probably not be reached until to-

CAR SHOPMEN STRIKE

Six Hundred Men Quit at Milwaukee at

MILWAUREE, June 29 .- The employes of the car department of the West Milwaukee shops of the Chicago, Milwaukee & St. Paul road struck at 12 o'clock today. It is understood the company posted a bulletin notifying them that from the hour of 8:30 this afternoon the shops would be closed indefinitely. At noon the man had a mass meeting night.

Highest of all in Leavening Power.-Latest U. S. Gov't Report.

Baking Powder

ABSOLUTELY PURE

and decided to quit in anticipation of TODAY'S MARKET REPORT. what they termed a lock-out. When the 1 o'clock whistle sounded only fifteen, out of a force of nearly 600, went to work. Just what action the 1,200 work

DEMOCRATIC PRIMARIES. Result of the Balloting in the City Last

Night. Democratic primaries were held in all the wards of the city last night and delegates were elected to attend the county convention tomorrow which will elect delegates to the state convention which

First Ward. First precinct—M. W. Kimes, J. E. Anderson, O. A. Cook, J. T. Long, J. A.

Second precinct-E. W. Potter, Oscar Bischoff, James Durken, Henry Her-Third precinct-J. W. Blossom, T. M.

Hanley, C. W. Bridgeman, Will Hewitt. Second Ward. First precinct—M. Heery, L. Black-man, A. W. Earnest, N. Kantrowitz. Second precinct-Wm. Havens, J. B.

McNeally, J. S. Stevenson. Fourth Precinct—J. H. Jones, M. W. Saxon, Henry Guibor and William Chetwood Fifth Precinct-S. B. Isenhart, P. M. Shafor, F. S. Ihomas, J. M. Knight, R.

First Precinct-A. P. Shreve, W. J. Rankin, Thomas Joy, John Hovenden. Second Precinct—D. P. Elliott, N. B. Burge, J. H. Dennis. Third Precinct-J. F. Howe, W. A. Fourth Ward

Second Precinct-Archie Lord, Em-

mett Whipple, H. G. Webber, Heary Heiss. Third Precinct - Lee Jones, Henry Tracy, H. C. Schwearington. Fourth Precinct—L. Y. Grubbs, Geo. A. Ward.

Fifth Ward. First Frecinct-W. A. Snyder, W. E. Eagleson, John L. Price. Second Precinct—J. H. Williams, Cris

Potwin. L. A. Stebbins and Wm. P. Tomlinson. The tollowing central committeemen were elected: Second ward, A. W. Earnest, Dave Williams; Third ward, Furman Baker; Fourth ward, John Mileham, Lee Jones, L. Y. Grubbs; Fifth ward, W. A.

Olney to take legal steps to compel the passage of the United States mails. Two switchmen, McHugh and Goldst-in were | They Won't Allow U. P. Speed Sheet In-

CLAY CENTER, Kas., June 29.—The Rock Island introduced the remainder of its expert testimony in the Linwood wreck case this morning and rested. The concluding evidence was in regard to the Rock Island speed sheet but it was not introduced in evidence.

The Rock Island demanded the Union Pacific speed sheet but when it was produced declined to permit it to be received as evidence because W. H. Leomis couldn't swear from his own personal knowledge that it was the identical speed sheet that was on the Union Pacific train at the time of the collision although the Union Pacific offered to furnish witnesses for the Rock Island who would swear that it was. It is doubtful whether the case can be given to the whether the case can be given to the jury tomorrow.

WOLCOTT SERIOUSLY ILL. He Will Have to Suffer the Removal of a Kidney.

NEW YORK, June 29 .- Letters from Paris received here from Senator Wolcott of Colorado, state that he is recovering very slowly from a recent surgical operation performed on him by an eminent French physician.
Mr. Wolcott is not expected to return

to the United States before August. His friends are very uneasy about him. It was given out when he sailed that his mission was to sell a mine.

Senator Wolcott only returned from Europe two months ago after undergoing an operation. He is suffering from kidney trouble and his friends fear that it will be necessary to ultimately remove one of his kidneys. Senator Wolcott is naturally a man of

magnificent constitution and for this reason his friends hope he will soon regain his health.

TODAY IT'S 95.

The Hottest Day of the Season, Sure Enough. At 2 o'clock this afternoon Swift & Holliday's standard thermometer re-

corded the temperature as 95 degrees. The indications for the next thirty-six hours are that the weather will be fair, and that the temperature will rise to-morrow. Of late the "lows" have been doing this. The usual direction for a See Rowley Bros.' for particulars. low barometer is to travel eastward.

Decker, Mullius & Berry Case. At the trial of the Decker, Mullins & Berry suit against the city of Topeka in the Douglas county district court yesterday Mr. R. W. Mullios was the principal witness for the plaintiffs. He attempted to prove oppression and unfairness on the part of the city in carrying out the contract for the construction of sewers No. 11 and 12. James Ramsey and exmayor D. C. Metsker were also witnesses against the city. The defendants will not begin introducing witnesses be-fore about Tuesday. City Engineer fore about Tuesday. City Engineer Lewis Kingman and Councilmen Holman and Burgess were among the latest arrivals at the trial.

Go out to Garfield park tonight and hear the band concert by Marshall's band. Go out to Garfield park tonight and hear the band concert by Marshall's band.

Band concert at Garfield park

CHICAGO, June 29 .- Wheat was steady at a slight decline today. There was a fair demand for July at 58c and Septemmen in the locomotive department will ber at 60c at the start and cables were take is not known. A meeting will be held tonight.

DEMOCRATIC PRIMARIES.

Corn was steady and a trifle higher on some covering. September opened unchanged at 41½c and advanced to 41¾c.
Oats weak, July 85½c.

Provisions were dull and slightly lower on moderate selling.
September pork opened 2½c lower, at \$12.27½, and sold to \$12.62½.
September lard \$6.80.
Received When 19 000 has a selection of the is to meet at Hamilton hall, Tuesday,

Receipts—Wheat, 18,000 bu.; corn, 235, 000 bu.; oats, 188,000 bu. Shipments-Wheat, 49,000 bu.; corn,

287,000 bu.; oats, 129,000 bu. Estimated receipts for Saturday: Wheat 41 cars, corn 150 cars, oats 105 cars, hogs

JUNE 29.		Opd	High	Low.	Clo'd	Yes.
WHEAT—CORN—	July Sept Dec	57% 60 63 41 41% 41% 44 36%	5814 60% 68% 4114 41% 41% 43 36%	57¼ 59¼ 62% 40% 40% 41% 48 34%	60% 68% 41% 41% 41% 48 85%	5834 6034 41 4136 4136 44 36%

CATTLE - Receipts 4,500 1,200 were Texans, 25 cents higher than Wednesday. Prime to extra native steers, \$4.65@4.90; medium, \$4.00@4.40; others, \$8.50@8.90;

Texans, \$2.75@4.25.

Hogs Receipts, 15,000. Market slow, weak. Rough heavy, \$4.50@4.75; packers and mixed, \$4.65@4.90; prime heavy and butchers' weights, \$4.90@5.10; assorted lights, \$4.90@5.00. SHEEP AND LAMBS-Receipts, 5,000. Market 10 cents higher. Top sheep, \$3.75; top lambs, \$5.00.

Ransas City Market. KANSAS CITY, June 29 .- WHEAT -Unchanged. No. 2 hard, 49@52c; No. 2 red 49@52c; No. 3 red, 47@49c; rejected

44@45c. CORN-Mixed 1/2c lower; white, unchanged. No. 2 white, 89@391/4c; No. 2 mixed, 3516 @ 36c.

Oars-ic lower. No. 2 mixed 33@84c; No. 2 white 38c. Rrs—Steady. No. 2, 42c.

Figure Steady, \$1.34.
Bran—Easier. 56@58c.
Hay—Dull. Timothy, \$8.00@9.50; prairie \$7.00@8.50. BUTTER-Steady. Creamery, 14@15c;

dairy, 12@14c, Eggs-Weak at 7c. CATTLE-Receipts 2,500; shipments 1,500. Market strong to 10c higher and active. Texas steers \$1.75@3.40; Texas cows, \$1.20 @3.30; beef steers, \$3.20@4.75; native cows, \$2.25@3.75; stockers and feeders,

\$2.00@8.75; bulls, \$1.25@2.80. Hogs — Receipts, 5,000; shipments, 1,400. Market opened active and strong to 5 cents higher, closed weak, Bulk of sales \$4.75@4.85; heavies, \$4.80@4.95; packers, #4.80@4.95; mixed, \$4.70@4.85; lights, \$4.65@4.85; Yorkers, \$4.75@4.80; pigs, \$4.50@4.80.

New York Stung Warket. 781/2; Cordage, 221/4.

Band Concert Tonight.



Marshall's Milltary Band will give their usual open air concert at Garfield Park this

Fireworks on the Fourth. Besides the many other attractions at Garfield park on the Fourth, Marshall's band have arranged to give a grand fire-works display at 9:30. This display will be worth seeing, and includes some large exhibition pieces. Having purchased F. W. Whittler's

interest in the firm, we are prepared to give the people of Topeka the best the market affords. WHITNEY & SON, 780 Kansas ava. Dr. Menninger wishes to say to his

patrons that he has his telephone No. 85 moved to his summer residence, Judge N. F. Handy's place, 1275 Topeks ave. One word describes it—"perfection." We refer to De Witt's Witch Hazel Salve, cures obstinate sores, burns, skin diseases

and is a well known cure for piles. J. K. Cleveland, Ohio, and Return-Tickets Sold July 8, 9, 10.
The Santa Fe has arranged to extend the time limit on their round trip tickets

to Cleveland, Ohio, until September 15. Cleveland, Ohio, and Return Trekets soid July 8, 9, 10. The Santa Fe has arranged to extend the time limit on their round trip tickets

to Cleveland, Ohio, until September 15. See Rowley Bros.' for particulars. Asbury Park, New Jersey, and Return. TICKETS SOLD JULY 5-6-7.

The Santa Fe has arranged to extend the time limit on their round trip tickets to Asbury Park until September 1st. Go by one route and return by another east of Chicago if you wish. See Rowley Bros. for particulars.

Band concert at Garfield park to-

TOO LATE TO CLASSIFY. WANTED-To buy an unright plano; be in firstelass order and cheap, price. Address, "B, Y.," this office.

THE undersigned loaned two ladies an um-breila on Wednesday evening. They would oblige by returning it to this omee, or to iii East lith sireet. E. B. Walker.